Grees Earnings Increased a Million and a Half and Operating Expenses Cut Despite Wage Increases—Balance Equal to 8.56 Per Cent. on All Capital.

remarkably favorable exhibit was made by the figures as to earnings given out at the annual meeting yesterday of the Manhattan Railway Company, whose system is now known as the Manhattan Railway Division of the Interborough Rapid Transit Company At the meeting the members of the old board f directors were reelected, and afterward he board of directors reelected George J. Gould president, Alfred Skitt vice-president, and D. W. McWilliams secretary and reasurer. President Gould made these

remarks:

Since the last annual meeting the electrical equipment of the company's lines has been completed and the expectations of the management have been fully realized, both as to increase in carrying capacity and economy of operation. On April 1, 1903, the lease of your company to the Interborough Rapid Transit Company took effect and possession of the property was delivered on that day to the lessee, which has since operated the railway. The statement of operations presented, therefore, relates in detail only to the six months ending March 31, 1903, and with respect to the last six months includes only the dividend rentals paid by the lessee.

The gross earnings of the company for

The gross earnings of the company for the six months ended March 31, 1903, were the six months ended March 31, 1903, were \$6.441,437; operating expenses, \$2,819,764, and not earnings, \$3,621,673. For the remaining six months of the fiscal year the report includes the \$1,655,000 paid to the Manhattan company by the Interborough company in dividend rentals to make a grand total of \$10,996,772 of surplus and income. Dividends paid to the Manhattan stockholders amounting to \$3,894,000 are income. Dividends paid to the Manhattan stockholders amounting to \$3,894,000 are deducted, leaving the total surplus on Sept. 30, 1903, \$7,102,772, compared with a surplus on Sept. 30, last year, of \$6,372,418. A combination of the report of the Manhattan Railway Company for the six months ended March \$1 last, before it became a division of the Interborough Rapid Transit Company, with that for the six months ending Sept. 30, shows that the gross earnings of the Manhattan company for the year increased \$1,584,231, and by a decrease of \$115,921 in the operating expenses, the net earnings were increased \$1,700,152. The balance, after the payment of interest and taxes, increased \$1,397,786, and was brought up to \$4,723,798. This is equal to \$.56 per cent. on the entire \$55,200,000 capital stock of the company, and compares with a surplus in 1902 equal to 6.93 per cent. on the \$43,000,000 stock at that time outstanding.

The report of the Manhattan railway division of the Interborough company states that in the last six months 125,548,740 passengers were carried, as compared with 108,164,184 for the corresponding period last year, an increase of 17,884,556. Evidence as to the excellent results attained by the installation of electricity as the motive rower is shown by the fact as the motive power is shown by the fact that the operating expenses of the com-pany for the period mentioned were 42.02 per cent. as compared with 51.19 per cent. last year, when locomotives drew the

trains.

The number of passengers carried in the last quarter was 59,443,304, as compared with 50,464,936 last year, and 66,105,436 in the quarter ended July 1 last. For the quarter ending July 1 last year 57,699,248 passengers were carried.

It is evident from the report that the Manhattan Railway Company is to retain a distinctly separate organization the

a distinctly separate organization, the dividends paid to Manhattan stockholders to be accounted for as Manhattan dividends and the rental received from the Interborough company being considered as income, the company retaining a surplus account.

TO STOP IRISH EMIGRATION.

Agricultural League Leaders Here Seeking
Aid in Their Work.

R. A. Anderson, secretary, and the Rev.
J. O'Donevan, provincial representative of the Irish Agricultural Society, arrived in New York yesterday on the White Star liner Oceanic. They came at the invitation of the Irish Industrial League of America, in which ex-Mayors Grace and Grant, John D. Crimmins, Bourke Cookran, George J.

Gillespie and other leading Irish Americans are interested, and intend to spend about six weeks lecturing in this and other clites on the aims of their society and what it has done to better the condition of the Irish loss orders, the execution of which contributed the agency of the Irish loss orders, the execution of which contributed the aims of their society and what it has done to better the condition of the Irish loss orders, the execution of which contributed the loss orders, the execution of which contributed the loss of which contributed the loss orders, the execution of which contributed the loss of which contributed the loss of which contributed the loss of the proposals for per Gaunties must accompany all proposals of the proposals, de., will be turnished upon application. Eaveloges containing.

Stretk, New York City, N. Y. until 12 o'clock accompany all proposals for per Gaunties and the 1st advented the advented to proposals to pendered "Proposals to Pray Gaunties.

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peasant.

Organized thirteen years ago with a membership of less than fifty, this society has now more than eight hundred branches in Ireland and a membership of about \$5,000. The aim of the society is to develop agriculture and its subsidiary industries, with the ultimate object of stopping emigration. It is run on the cooperative plan, is non-political and unsectarian and has done much, it is said, to remove the feeling that existed between the inhabitants of

done much, it is said, to remove the feeling that existed between the inhabitants of the different counties.

An informal meeting of the league was held yesterday afternoon at the office of the City Trust Company in Wall street. The first public meeting in this city will be at the Catholic Club on Nov. 29. The representatives of the society will then visit New England, Philadelphia, Baltimore and the Middle West, returning to Ireland about Jan. 1.

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\$1,350,000 MORE LONDON GOLD. City Bank Engages It and Then Exchange

Rises Past Import Point.

Threatened with withdrawals of sovereigns the Bank of England yesterday relinquished a round amount of gold bars for shipment to this country. The National City Bank of this city obtained \$1,350,000 in bars, which will be shipped here at once. This makes a total of \$2,850,000 in gold imports so far arranged by the City Bank.

The sterling exchange market was de-

change market means that for the moment, at any rate, additional gold import engagements cannot be arranged.

Transfers of currency by telegraph through the United States Sub-Treasury were arranged yesterday to a total of \$600,000, of which \$400,000 went to New Orleans and \$200,000 to Chicago.

Needed Improvements May Not Be Made. According to a Democratic Alderman in Brooklyn, four of the most important projected improvements in that borough will not be favored by the incoming administra-tion. Those are the widening of Living-ston street, the extension of Flatbush avenue, the Columbia Heights Park and the Seaside Park at Coney Island. All the available money, it is said, will be spent on improving the pavements and sewer

No B. & O. Retrenchment in Pittsburg. PITTSBURG, Nov. 11 .- S. C. Sims, general minager of the Baltimore and Ohio Railroad o-day presided over a meeting of superinto-day presided over a meeting of superintendents and engineers which met here to take action on a plan of retrenchment. It was finally decided that no retrenchment would be made. The engineers reported that it was impossible for the railroad to carry on its ordinary business without the improvements projected.

Rudulph Ellis a P. R. R. Director. PRILADELPHIA, Nov. 11 .- At a meeting of he directors of the Pennsylvania Railroad o-day Rudulph Ellis, president of the Fidelity Trust Company, was elected director to fill the vacancy caused by the dault of W. L. Elkins.



As industries combine, those who have been running them often have to seek new fields.

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Please mention your occupation.

Greater Georgia Association,

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GOSSIP OF WALL STREET.

The relative strength of railroad stock during the depression of sentiment incident to the demoralization of the Steel shares led many of the shrewdest observers to expect many of the shrewdest observers to expect improvement in the general market as soon as the pressure on United States Steel preferred should be lifted. Under the impression that the Steel stocks had found a resting level, at least for the time being, a good many traders looked for a rally yesterday in the general list. The first surprise was the weakness of American stocks in the London market, and others followed during the forenoon in rapid succession. An ex-hibition of strength in the part of Steel preferred while pronounced weakness was developing in certain prominent railroad stocks confused the speculative aspects of the market and bewildered the bullish elementex

A report that freight tariffs on finished steel products would be reduced was used favorably to Steel preferred and unfavorably to

Pennsylvania is a stock in which there is very rarely any organized inside support. In this respect it differs from most other important railroad stocks. During the course of the last previous bear campaign, which culminated around 120, the absence of what might be termed inside support was much commented upon, and the same absence has been noted in this movement. Attention was called yesterday to the fact that the Penn-sylvania directorate includes only a few very rich men. One of the richest has just died—

The selling operations in Pennsylvania were resumed at the opening of the market yesterday morning and continued throughout the session, with scarcely an interruption. Between noon and 1 o'clock the pressure re-laxed a little, only to be renewed with greater intensity in the later trading. Brokers who were in the Pennsylvania crowd most of the day reported that the manipulation was of a bold and flagrant character, corresponding in many respects to that which had just been suspended in Steel preferred. Traders contributed heavily to the stock's activity. The largest orders, however, were executed by large commission houses that are supposed to represent both manipulative and financial interests of prominence. A good deal of long stock was dislodged, the floating supply being sufficiently increased to accommodate the short covering by traders. Some of the heaviest selling emanated apparently from Philadelphia sources. Philadelphia houses insist that the short selling has been incidental to the actual liquidation that has occurred. The stock had a volume of con-siderably more than a quarter of a million shares, but these are "half shares." The closing quotation of 112½ was only % of a point above the lowest for the day. The most aggressive selling was seen in the late trading.

Pennsylvania appeared to be full of stop loss orders, the execution of which contributed o the demoralization of the stock. It was suspected that some of these stop orders had been introduced by the bear crowd and were then "gunned" for, as was done in Steel preferred. The general similarity between the nanipulative tactics used to depress Pennsylvania and those that were employed in Steel preferred occasioned a good deal of comment yesterday, and it was suggested as a possibility that the manipulations proceeded from one source.

"Pittsburg, Chicago, St. Louis and other outside cities are so bearish," a Western broker said yesterday, "that when you send them anything bullish you risk having either your anything bullish you risk having either your sanity questioned or your motives aspersed. Everything we get from those points has a bearish bias. I think some of the reports now being received as to monetary conditions in the West are exaggerated. The scare stuff received on that subject to-day and yesterday does not agree, at any rate, with the fact that Western railroads and Chicago institutions have been lending money here

"A thing I did not like to-day," a broker

observed after the close, "was that every little while brokers came rushing in with selling orders received by telegraph from out-of-town points. A lot of this, I presume, represented the closing out of accounts on stop orders." Ordinary commission business was extremely light yesterday. Most of it was on the selling side. A larger pro-portion of it than usual, however, repre-sented short selling. It is the testimon y of brokers that clients who a few months ago moralized in the early dealings yesterday. There was a very large amount of bills offering against cotton exports, and demand sterling sold as low as \$4.89.

Following the announcement of the gold import engagement there was a sharp rebound in demand sterling, it closing a \$4.835 to \$4.834. The recovery in the exchange market means that for the moment, at any rate, additional gold import engager. how simple it is to sell what they haven't got and buy it back lower down. "In all my experience," said one broker, who represents as active a clientèle as there is in the Street, "I never saw such a craze to sell. All of my people have been short of the market, and have made money, of course, but they seem to think there is no bottom to it and scorn my warnings to the contrary.

I was a bear on the market a year ago, and
found it as difficult then to induce people to sell stocks as I find it now to keep them within bounds on the short side. I am not a bull now, but when I find people running away with the idea that all one has to do to make money is to sell other people's stocks I experience certain misgivings.

The weakness of Amalgamated Copper yesterday was one of the day's minor disap-pointments. The selling, brokers thought, looked better than the buying. On the open-ing bulge, due to the reopening of the Montana nines, there was active realizing by traders who got long of the stock around 36. It is said that unlimited orders have been given to certain houses to support Amalgamated Copper at 31. It is believed to be "pegged" at that price.

The demand for Pennsylvania in the loan department yesterday afternoon was so large as to cause the stock to lend at fractional large as to cause the stock to the actional econcessions from the prevailing interest rate. Most of the loans were at 3 per cent., whereas the rates for other stocks ranged from 8% to 4 per cent. The demand for Steel preferred was almost as large as at any pre-

\$7,500,000 **NEWYORK CITY 3 1/2%** Tax Exempt Gold Bonds

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OFFERED DIRECT TO INVESTORS

A legal investment for trust funds, exempt from taxation except for State purposes. No "allor none" bids received, thus giving investors the same advantages as dealers. Bonds are awarded to bidders offering the highest premium.

Bend bids in a sealed envelope, enclosed in the addressed envelope. TWO PER CENT. OF PAR WALUE MUST ACCOMPANY BID. It must be in cash or certified check on State or National bank of New York City. This deposit will, if requested, be returned day of sale to unsuccessful bidders. For fuller information see "City Record," published at 2 City Hall, New York. Consult any Bank or Trust Company, or address

EDWARD M. GROUT, Comptroller City of New York 280 Broadway, New York

NOTICE TO CONTRACTORS. PENNSYLVANIA, NEW JERSEY & NEW YORK RAILROAD. North River Division.

CONSTRUCTION OF TUNNELS UNDER BERGEN HILL AND NORTH RIVER.

HILL AND NORTH RIVER.

New York, N. Y., Oct. 1, 1908.

Sealed proposals for the works necessary to the construction of various Sections of Tunnels under Bergen Hill and North River within the State of New Jersey will be received at the office of the Secretary of the Company at 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 15th day of December, 1908.

A copy of each of the following documents:

NSTRUCTIONS TO BIDDERS,
PROPOSALS,
SPECIFICATIONS,
CONTRACT,
CONTRACT,
Will be furnished to intending bidders on written request, accompanied by a certified check for \$25.00, payable to the order of the Pennsylvania, New Jersey & New York Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 20 West 34th Street, New York City, N. Y. Supplementary drawings exhibiting geological formation, so far as has been determined by borings, and records of certain experimental work, which may afford data to the Contractor; can also be seen at this address.
The Contractor's Bond will be 10%; of the amount of his bid. The right is reserved to reject any or all bids.

A. J. COUNTY, Secretary. A. J. COUNTY, Secretary.

PROPOSALS FOR FUR GAUNTLETS—Phila.
Depot, Q. M. Dep't, 1428 Arch Street, Phila., Pa.,
Nov. 11th, 1903.—Sealed proposals, in triplicate,
will be received here until 11 o'clock A. M., Friday,
November 27th, 1903. for furnishing this Depot
with 16,000 pairs Muskirat Fur Gauntlets, conforming to standard sample and specifications. Budders must state at what rate deliveries will be
made. UNGUARANTEED BIDS and bids based
upon samples differing from the standard will not
be considered. Hids for less quantites than advertised for will be entertained. The usual deductions in price will be made in case of delayed
deliveries. Government reserves the right to
reject or accept any or all proposals or any part
thereof. Preference given to articles of domestic
production or manufacture, conditions of quality
and price (including in the price of foreign production or manufacture, conditions of proposals.
Blanks for proposals, &c., will be rurmished upon application. Envelopes containing
proposals to be endorsed "Proposals for Fur Gauntlets," and addressed to Colonel J. M. MARSHALL,
Asst. Quartermaster-General, U. S. A., Depot
Quartermaster.

it is now, the popular impression was that the unrevealed short interest had been much underestimated, but opinions have changed since then, and there are many essert that it has been smaller all slong than reported. Short covering on this decline has not been as heavy as it was expected to be. Bearish operators in general have pursued the plan of seizing moderate profits pursued the pian of seizing indersets profits and putting the stocks out again if conditions seemed favorable. Thus in yesterday's trading the Philadelphia bear crowd covered a lot of short stocks in the forenoon and put them out again later. It was said to have

Professional traders have no complaint to make. A better trading market could not be asked for, and it makes not a particle of difference to a really good trader whether prices advance or decline.

Board room sentiment was distinctly bearish yesterday. When Steel rested and the railroad stocks began to go, a majority of the professional element took the bear side of the market at once and went around the floor in groups offering stocks down There was a disposition last night to look for a rally after a weak opening this morning but such was the temper of traders that they spoke of a rally as providing an opportunity to sell stocks short at better prices.

The weakness of Union Pacific and Northern Securities was associated in the minds of traders with the forthcoming decision on the Northern Securities merger. It is supposed that the bear crowd that has been operating in Union Pacific hopes to anticipate a decision unfavorable to the corporation.

Bank for Malden Lane.

A number of business men of the Maiden lane section are organizing a new national bank to be called the Maiden Lane National Bank. It will have a capital of \$250,000, and its offices will be near the corner of Maiden lane and William street. perhaps at 87 Maiden lane. William M. K. Olcott is a member of the organization committee, which includes also Seth E. Thomas, George E. Fahys, L. W. Sweet, Henry J. Braker, William M. Perkins and Robert D. Kent. The bank will be opened largely for the convenience of the jewelry and drug trades.

Attach the Grass Twine Company. Deputy Sheriff Mayforth has received an attachment for \$41,987 against the American Grass Twine Company in favor of C. W. Kennedy on an assigned claim from W. Kennedy on an assigned claim from the Crompton & Knowles Loom Works of Worcester, Mass., for balance due on an order for 250 looms. The order was coun-termanded on Jan. 27, when 100 of the looms had been erected and 50 partially completed. The attachment was granted on the ground that it is a Delaware cor-

Lake Street Elevated Receiver Discharged. CHICAGO, Nov. 11 .- A hearing was held to-day before Judge Tuthill to have the Equitable Trust Company discharged as receiver for the Lake Street Elevated Railroad Company and the bill brought by Daniel F. Crilly and James Bolton for the appointment of a receiver dismissed. After considerable discussion the court discharged the receiver and dismissed the bill over the objections of four intervening

NOTICE TO CONTRACTORS. PENNSTLVANIA. NEW YORK & LONG ISLAND RAILROAD. East River Division.

New York, N. Y., Oct. 1, 1908.

Realed proposals for the works necessary to the construction of tunnels from points near Seventh Avenue in 22nd and 23rd Streets, eastward under Manhattan, East River and Long Island City to a point a short distance north of Borden Avenue in Long Island City, will be received at the office of the Secretary of the Company at \$5 Cedar Street, New York City N. Y., until 12 o'clock noon of the 18th day of December 1903.

A copy of each of the following documents:
INSTRUCTIONS TO BIDDERS,
PROPOSALS,
SPECIFICATIONS,
CONTRACT,
CONTRACT,
THE PROPOSALS

dress.
The Contractor's Bond will be 10 per cent. of the amount of his bid. The right is reserved to reject any or all bids.
ROBERT H. GROFF, Secretary.

PENNSYLVANIA, NEW YORK & LONG ISLAND RAILROAD.

North River Division. CONSTRUCTION OF TUNNELS UNDER MAN-HATTAN AND NORTH RIVER.

OCEAN STEAMERS.

DOMINION LINE Fastest Twin Screw Steamers. Boston to Queenstown and Liverpool

MEDITERRANEAN AZORES GIBRALTAR,
GIBRALTAR,
MARSEILLES,
NAPLES,
NAPLES,
Romanic.
Dec. 5, Jam. 16, Feb. 27
Republic (New).
Jan. 2, Feb. 18, Mar. 26
Canopic.
Jan. 30, war. 12
14t Class, 375 and 330 upward, according to date
of sailing.

POSTON QUEENSTOWN.
LIVERPOOL SERVICE.
Cretic.
Dec. 10—Cymric.
Dec. 28
Apply to 9-11 or 73 Broadway, N. Y.

JAPAN-CHINA Hawaii and Philippine Islands.

VERNON H. BROWN & CO., 29 Broadway, N. Y.



ANCHORLINE. Glasgow and Londonderry.
Columbia. Nov. 14 8 PM | Astoria...Dec. A, 10 AM Furnessia. Nov. 28 noon | Ethiopia...Dec. 18, Noon

CONSTRUCTION OF TUNNELS UNDER MAN HATTAN, BAST RIVER AND LONG ISLAND CITY.

CONTRACT DRAWINGS.

Will be furnished to intending bidders on written request, accompanied by a certified check for \$25.00 payable to the order of the Pennsylvania New York and Long Island Railroad Company, to be retained by the Company.

The documents above referred to will be furnished by the Chief Engineer at 30 West 34th Street, New York City, N. Y. Supplementary drawings exhibiting geological formation, so far as has been determined by borings, which may afford data to the Contractor, can also be seen at this address.

The Contractor's Boat and the Cont

NOTICE TO CONTRACTORS.

New York, N. Y., Oct. 1, 1908.

Scaled proposals for the works necessary to the construction of various Sections of Tunnels under Street, Manhattan, and North River withing the State of New York, will be received at the office of the Secretary of the Company at No. 85 Cedar Street, New York City, N. Y., until 12 o'clock noon on the 18th day of December, 1903.

A copy of sech of the following documents:

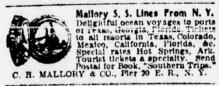
PORT SLOCUM, N. Y., Oct. 14, 1903—Sealed proposals, in triplicate, for constructing Subsistence and Q. M. storehouses here will be received until 11 A. M., Nov. 14, 1805. Information on application. U. S. reserves right to accept or reject any or all proposals or any part thereof. Envelopes to be marked "Proposals for Subs. & Q. M. storehouses," addressed R. W. KING-MAN, Q. M.

WHITE STAR LINE, SERVICES Fast Twin-Screw Steamers of 11,400 to 15,000 tons. BOSTON DIRECT TO THE

CUNARD LINE MEDITERRANEAN SERVICE

Carpathia, new twin screw 13,535 tons.
FROM NEW YORK NOV. 24, AT 10 A. M.
for Naples, Palermo, and the Adriatic
Calling at Gibralier and Algrers,
to be followed by
AURANIA, Dec. 8, Jan. 26. CARPATHIA, Jan. 12.
Cabin \$60 and upward. Splendid accommodation,
Apply for particulars; interesting linerary.

CUNARD LINE. TO LIVERPOOL Campania...Nov.14,noon | Etruria...Dec. 5, 6 A M Umbria...Nov. 21, 7 AM | Campania.Dec. 12, 11 A M Lucania...Nov. 28, 11 A M | Umbria...Dec. 19, 6 A M From Piers 51-52, North River. VERNON H. BROWN & CO., Gen. Agis., 20 B'way. OELRICHS & CO., 5 BROADWAY, N. Y.



First saloon \$50 to \$100.

Second cabin, \$35 and up; third class, \$26 and up.
For new illustrated book of tours apply to
BENDERSON BROTHERS, 17 and 19 B'way, N. Y.

NEW YORK—QUEENSTOWN—LIVERPOOL.

Nov. 13, noon | Oceasiic ... Nov. 18, 5 A.M. | Min'apolis, Nov.14,130P.M. | Min'apolis, Nov.14,130P.M. | Min'apolis, Nov.21,7A M. | Mesaba... | Dec. 5, 9A.M. |
Armenian, Nov.17, 3 P.M. | Cymric ... Nov. 20, 6 A.M. |
Pier 48, North River. Office, 9 Broadway, New York.

FOR RATES, ETC., APPLY TO 1 BROADWAY.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORT-& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE.

STREET AND DESBROSSES AND CORTLANDT STREETS.

EF The leaving time from Desbrosses and
Cortlandt Streets is five minutes later than
that given below for Twenty-third Street
Station, except where otherwise noted.
7:25 A. M.—PAST MAIL.—Parlor, Sleeping and
Dining Cars. For Chicago, Indianapolis and
Louisville.
9:25 A. M.—ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati,
Indianapolis, St. Louis. Dining Car.
10:25 A. M.—PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation
Compartment Cars. For Chicago, Cleveland,
Toledo and Detroit.
1:25 P. M.—OHICAGO AND ST.LOUIS EXPRESS.
—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining
Car.
4:25 P. M.—CHICAGO LIMITED.—Pullman Sleepville), Indianapolis, Chicago, St. Louis. Dining Car.

4.55 P. M.—CHICAGO LIMITED.—Pullman Sleeping. Smoking and Observation Cara. For Chicago, Toledo and Cleveland. Dining Car.

5.55 P. M.—ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Loui

WASHINGTON AND THE SOUTH.

755, 8:25, *0:25, *10:10 (Deabrosses and Cortlandt Streets, *10:20), *10:25 a. m., *12:55, 2:10 (Deabrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Hamted, "all Parlor and Dlining Carsi, *3:25, *4:25, *4:25, 9:25 p. m., 12:10 night, Sunday, 8:25, *9:25, *10:55 a. m., *12:55 (3:25 "Congressional Limited," all Parlor and Dlining Carsi, *3:25, *4:25, 4:25 (Deabrosses and Cortlandt Streets, *5:15), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 4:25 p. m., 12:10 night daily. hadianapolis S.10, Chicago 4.30, St. 19049 145 P. M. next day. P. M. WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. P. M. MONTREAL EXPRESS.—Via D. 6.00 night daily.
ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily.
SEABOARD AIR LINE RAILWAY.—Express, 12:55

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 2:10 night daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily.
FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:56 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:56 a. m. Through Vestbuiled Trans. Buffet Parlor Cars and Standard Coaches on week-days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays. Sundays.

CAPE MAY.—12:55 p. m. week-days.

For points on New York and Long Branch Rallroad (from West Twenty-third Street Station;
8:36 a. m., 12:10, 8:25, 4:10 and 4:55 p. m. weekdays. Sundays, 9:25 a. m. and 4:55 p. m. (from
Desbroses and Cortland Streets, 9:00 a. m.,
12:29, 3:40, 4:29 and 5:10 p. m. week-days. Sundays, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

FOR PHILA DELPHIA.

8.65, 7:25, 7:25, 8:25, 8:25, *9:25 (9:58 St. Louis Limited), *10:10 (Desbrosses and Cortlandt Streets, *10:20), 10:25 (Penna. Limited), *10:55, 11:55, a.m., *12:55, *1:55, 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, *8:25, 3:55, 4:28, *4:28, *4:26 (4:56 (4:56 Chicago Limited for Germantown Jet. only), *5:55, 6:55, 7:58, 8:25, 8:55, 9:25 p. m., 12:10 night week-days. Sundays, 6:05, 7:55, 8:25, *9:25, 9:25 (St. Louis Limited), 9:55, 10:25 (Penna. Limited), *10:56, a.m., *12:56, *1:55, *3:25, *3:55, *4:25 (4:55 Chicago Limited for Germantown Jet. only), *4:55, *5:56, 7:56, 8:26, 8:58, 9:28 p. m., 12:10 night.

RAILROAD.

only), 4:55, 7:56, 8:25, 8:25, 8:25 p. m., 12:10 night.

*Dining car.

Ticket offices, Nos. 461, 1354, 113 and 261 Broadway; 182 Fifth avenue (below 23d St.); 283 Fifth Avenue (comer 29th St.); 1 Astor House, and stations named above; Brooklyn, 4 Court Street, 800 Fulton Street, 300 Broadway, and Penaayivania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination. fer Company
from hotels and residences through
tion.
Felephone "914 Eighteenth Street" for Pennsylvania Raliroad Cab Service.
W. W. ATTERBURY.
Gen. Manager.
Gen. Manager.
Gen. Manager.
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Agent.
10-8-1908.

OCEAN STEAMERS.

The Most Delightful

Old Dominion Line NORFOLK OLD POINT COMFORT RICHMOND, VA.

WASHINGTON, D. C. OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Wash-ngton, D. C., and entire South and West. Preight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P.M. H. B. WALKER. Vice-President & Traffic Manager.

Cruising Among the Caribbees

on the Prinzessin Victoria Luise 25-28 DAYS. \$200 UP from New York Jan. 9, Feb. 6 & Mar. 8, 1904

ITINERARIES INCLUDED. NASSAU, ST. THOMAS, SAN JUAN (Porio Rico), FORT DE FRANCE, ST. PIERRE, MT. PELEE (Martinique), BRIDGETOWN, (Barbados), PORT OF SPAIN, LA BREA POINT (Trinidad), LA GUAYRA (Inland trip to Caracas), PUERTO CABELLO (Venezuela), CURACOA, KINGS TON (Jamaica), SANTIAGO, HAVANA (Cuba), NASSAU (N. P.), HAMILTON (Bermuda), NEW YORK.

Book now to secure choice accommodations Send for Illustrated Booklets, A. No. 4. HAMBURG-AMERICAN LINE 85-87 BROADWAY, N. Y.

Hamburg-American. FOR PLYMOUTH, TWIR SCIENCE STYLE HABBURG.
S. S. Deutschland,

Record Voyage, 5 Days 7 Hrs, 38 Hts., SAILS NOVEMBER 12. Seutschl'd.Nov.12.11 AM J Pennsylvania Nov.21.6AM leigravia, Nov. 14, 1 PM | Patticla.... Nov.28, 11 AM Mediterranean Service New York - Naples - Genoa, By Superb New Twin Screw Steamers. First Cabin, 860, 875, 890, Upward. According to Steamer. S. S. Deutschland to Italy,

LESS THAN EIGHT DAYS TO NAPLES.

Around the World

By the PRINZESSIN VICTORIA LUISE
41/2 months trip, \$1,125 upward.

HAMBURG-AMERICAN LINE,
Diffices, 35 & 37 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH-CHERBOURG-BREMEN.

AMERICAN LINE. RED STAR LINE. NEW YORK—ANTWERP—PARIS Vaderl'd. Nov.14,10:30AM | Zeeland, Nov.28,10:30 AM Kr'nl'd. Nov. 21, 10:30AM | Finland, Dec. 5, 10:30 AM Piers 14 and 15, N. R. Office, 73 Broadway, N. Y.

WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL

NEWYORK

THE FOUR-TRACK TRUNK LINE.

Via Niagara Falls.

Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below:
North and west bound trains, except those leaving at 8:20, 11:30 A. M., 2:46, 5:30, 9:15, 11:30 P. M. will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10

A. M.—MIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.54

A. M.—SYRACUSE LOCAL.—Stops at all important stations.

A. M.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45, Niagara Falls 5:31 P. M.

8.45

A. M.—FAST MAIL.—24 hours to Chicago Due Buffalo 7:30, Niagara Falls 5:31 P. M.

10.30

A. M.—IDAY EXPIRESS.—Makes local stops. Due Buffalo 1:16 A. M.
A. M.—IDAY EXPIRESS.—For Albany and Troy. Local stops.

10.30

A. M.—SOUTHWESTERN LIMITED.—Due Buffalo 1:100 P. M., Niagara Falls 1:55 P. M.

10.00

Due Cincinnati 10:30, Indianapolis 11:30

A. M., St. Louis 6:46 P. M. next day.

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H. or Rutland.
M.—*ADIRONDACK AND MONTREAL
NPRESS.
BUGLST BUFFALO AND TORONTO P. M.—BUFFALO
SPECIAL
P. M.—SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.
P. M.—SOUTHWESTERN SPECIAL P. M .- PACIFIC EXPRESS -- Chicago 84 9.30 9.30 P. M.—PACIFIC EXPRISS.—Chicago 34 hours by M. C., 38 hours by L. S.
11.30 P. M.—CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis

*Daily. †Except Sunday. †Except Monday.

*Daily, fExcept Sunday, Except Monday.

HARLEM DIVISION.

9:08 A. M. and 3:35 P. M. daily except Sunday, to Pittsfield and North Adams; Sundays at 9:30 A. M. Pullman cars on all through trains.

Trains filluminated with Pintsch light. Ticket offices at 167, 201, 415 and 1216 Broadway, 25 Union sq. W., 275 Columbus av., 275 West 125th at., Grand Central and 125th at. sations, New York: 388 and 726 Fulton st. and 106 Broadway, Brooklyn. Telephone "900 88th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON. Via Springfield and the

BOSTON AND ALBANY RAILROAD. Trains leave 19:02 A. M., f12:00 noon, *4:00 P. M.

11:00 P. M.
Tickets at New York Central Ticket offices, 167,
415 and 12:16 Broadway, and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS
Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. R. (New York Central & Hudson River R. R., Leasee.)
Trains leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R. 4700 A.M.—For intermediate points to Albany, 11:29 A.M.—(1) Hudson and Mohawk Express.
1:00 P.M.—Cont.Lim., for Detroit, Chi.& St. Louis, 2:45 P.M.—(2) For Hudson River points and Albany, 90:00 P.M.—For Roch., Burfalo, Clev'd & Chicago, 18:00 P.M.—For Roch., Burfalo, Clev'd & Chicago, 18:00 P.M.—For Syra, Roch., Niag, Falis, Det. & Chi. Daily. 1Daily except Sunday. Leave Brooklyn Annex (1) at 10:45 A. M., (2) at 12:45 P. M. Leave Jersey Sty, Penn. R. R. Sta., (1) at 11:20 A. M.; (2) at 15:35 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westcott Express.
A. H. SMITH.

Gen'l Manager

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N. Y. N. H. & H. R. R. and connections.
From Grand Central Station.
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LEHIGH VALLEY.

Foot of West 29d A. Cortlandt and Desbrosses Sts. B. * Daily, † Except Sunday, Sunday changes: d12.45, e8.00, n5.25, x5.45 THE BUFFALO TRAIN. 1.55 PM ** 8.60 PM
Tickers and Pullman accommonations at 167, 261, 250, 250, 253, 234 and 1894 Broadway, 182 5th Ave... 25 Union Square
West, 245 Columbus Ave.. N. Y.: 800 Fulton Sc., 4 Cours
St., 290 Broadway, and Ft. Fulton St., Broadway.

Lackawanna Railroad. Leave New York, foot Barciay and Christo pher Sta. 18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Burdalo, Chicago and St. Louis.

11:40 P. M.—For Burdalo and Chicago.

14:00 P. M.—For Scrauton and Plymouth.

60:10 P. M.—For Burdalo and Chicago.

8:45 P. M.—Utlea, Oswego, Ithaca, Burfalo.

2:00 A. M.—For Chicago—Sleepers open 9 P. M.

Tickete 167, 429, 1183 Broadway, N. Y.: 338 Fulton at., Brooklyn. *Daily. †Except Sunday.

BOSTON AND POINTS IN NEW ENGL. NEW ENGLAND. FALL RIVER LINE, via Newport and Fall River. Leave Pier 19, N. R., foot of Warren St., week days, only at 5.00 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each. only at 5:00 P. M. Steamers PRISCILLA and FURITAN. Orchestra on each.

STONINGTON LINE, via Stonington. Live. Pier 40, N. R., foot Clarkson St., week days only at 6:00 P. M. Strs. MAINE and NEW HAMPSHIRE.

NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CITY OF LOWELL and CITY OF WORCESTER.

NEW HAVEN LINE for New Haven, Hartford, Springheld and the North. Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M. Steamer RICHARD PECK.

JOY \$1.50 TO PROVIDENCE. LINE Fast and elegant steamers leave from Pier M. East River, foot of Catharine St

PEOPLES LINE FOR ALBANY. ADIRONDACK OR DEAN RICHMOND

leaves Pier 32, N. R., foot Canal St., at 6 P. M. week days, connecting with trains (Sunday included) for points North, East and West. Excursion, \$2.50. TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany.

Catskill, Hudson and Coxsackie. Boats every week day at Six P. M. from Pier 48, EXCURSIONS. OCEAN ROUTE to FLORIDA and the SOUTH.
SAVANNAH LINE. Low Excursion Rates. 817
Broadway.

OCEAN STEAMERS.

COOK'S NILE STEAMERS.

THOS. COOK & SON. 261 & 1185 Broadway 649 Madison Ave., cor. 60th St. YORK ATLANTIC TRANSPORT LINE. NEW YORK — LONDON DIRECT.

Min't'ka,Nov.14.1:30P.M., Minnehaha, Nov. 28, noon
Min'apolls, Nov.21,7A.M., Mesaba..., Dec. 5, 9A.M.

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below.)

EASTON, BETHLESIEM, ALLENTOWN AND MAUCH CHUNK 24:09 (1:115 Easton only) 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 24:25 A. M., 1:00, 5:30 P. M. WILKENBARRE AND SCRANTON—24:00, 9:10 P. M. 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M. 5:00 P. M. Sundays, 24:25 A. M., 1:00 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, "8:40 A. M., 1:30, (3:40, 4:30, Lakewood and Lakehurst only).
5:00 P. M. Sundays, 9:40 A. M.
ATLANTEC CITY—9:80 A. M., 1:340 P. M.
VINELAND AND BRIDGETON—124:00 A. M., 1:30 P. M. TABLEAR AND BRIDGETON—124:00 A. M., 1130 P. M.
LONG BRANCH, ASHURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 1130 A. M., 8:33, 4:45, 5:30, 6:30 (11:30 Ashury Park only) P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00 P. M. 8.53, 4.45, 5.30, 6.50 (11.50 Asbury Park only)
P. M. Sundays, except Ocean Grove, 9:00 A. M.,
4:00 P. M. PHILADELPHIA — READING TERMINAL —
*4:25, 7:20, 18:00, 9:00, 10:00, 11:00 A. M., 112:50,
*1:00, \$1:30, 12:00, 13:00, \$5:00, 16:00, 17:30,
\$4:00, P. M., *12:15 Mdl.
24TH AND CHESTNUT STREETS—44:25, 8:30,
*1:03, 9:14:55 A. M., *1:02, 17:340, *5:00, *7:00, 19:25
P. M., *12:15 Mdl.
READING, HARRISBURG, POTTSVILLE AND
WILLIAMSPORT *4:00, 2:25, 18:00, [10:10]
(10:00, 11:00 A. M. Reading only), \$4:500, [10:10]
(10:00, 11:00 A. M. Reading, Pottaville and Harrisburg only, \$4:00, \$5:00 P. M.
2Frim Liberty Street only, *Daily, *Daily, except Sunday, \$50unday only, *1Parlor cars only, 1Vla Tamaqua, \$8:aurday, \$0 only, *1Parlor cars only, 1Vla Tamaqua, \$8:aurday, \$0 only, *2Parlor cars only, 1Vla Tamaqua, \$8:aurday, \$0 only, *2Parlor cars only, 1Vla Tamaqua, \$8:aurday, \$0 only, *2Parlor cars only, 1Vla Tamaqua, \$8:aurday, \$0 only, *4:00, \$1:0

ROYAL BLUE LINE. ROYAL BLUE LINE.

NEW JERSEY CENTRAL R. R., PHILADTOLPHIA AND READING RY, and BALTIMORE AND OHIO R. R.
Leave South Ferry. Liberty St. Ferry.

Balto. Washington 10:25 AM 10:20 AM Diner
Balto. Washington 11:25 AW 11:45 AM Diner
Balto. Washington 11:25 AW 11:45 AM Diner
Balto. Washington 12:55 PM 10:00 PM Diner
"Royal Limited" 3:35 PM 3:40 PM Diner
Balto. Washington 4:55 PM 5:00 PM Diner
Balto. Washington 12:10 nt. 12:15 nt. Sleepers
Balto. Washington 5:65 PM 7:00 PM Buffet
Balto. Washington 5:65 PM 7:00 PM Buffet
Balto. Washington 12:10 nt. 12:15 nt. Sleepers
Dally. Dally. except Sunday. (Sunday only.
Offices: Liberty St. Ferry. South Ferry. 6 Astor
House, 167, 261, 484, 130, 1354 Broadway, 182 Fifth
Av., 25 Union Square West, 153 East 125th St., 273
West 125th St., 245 Columbus Av., New York 7
Court St., 344 866 Futton St., Brooklyn: 350 Phroadway, Williamsburg. New York Transfer Co. calls for
and checks baggage to destination.

Lv. New York City, South Perry. Liberty St. Chicago, Pittsburg. 12:10 nt. 12:15 nt. Chicago, Columbus. 12:25 pm. 11:00 pm. Diner Pittsburg, Cieveland 13:35 pm. 7:30 pm. Burfet Cincinnati. St. Louis 12:10 nt. 12:15 nt. Steeper Cincinnati. St. Louis 12:10 nt. 12:15 nt. Steeper Cincinnati. St. Louis 10:25 pm. 7:300 pm. Burfet Cincinnati. St. Louis 10:25 pm. 10:30 nm. Diner Cincinnati. St. Louis 10:25 pm. 10:30 pm. Diner Norfolk. 12:25 pm. 11:00 pm. Burfet Norfolk. 12:25 pm. 11:00 pm. Diner Daily. 1Daily, except Sunday. Sunday only. Offices: 261, 434, 1300 Broadway, 6 Astor House, 08 Greenwich at. 25 Union Square W., 391 Grand St., N. Y.; 343 Fulton Square W., 391 Grand St., N. Y.; 343 Fulton Street, Brooklyn; Sguth Ferry and Liberty Street. Baggage checked from hotel or residence to destination.

POST OFFICE.

POST OFFICE NOTICE. (Should be read DAILY by all interested, as changes may occur at any time.)
Foreign mails for the week ending Nov. 14, 1803, will close (PROMPILY in all cases) at the General Post Office as follows: PARCELS POST MAILS close one hour earlier than closing time shown below. Pageds-Post Mails for Germany close at 5 P. M. Wednesday.

Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station.) TRANSATLANTIC MAILS.

TRANSATLANTIU MAILN.
THURSDAY.—At 7 A. M. for FRANCE, per steam-ship La Gascogne, via Havre (mail for other parts of Europe must be directed "per steam-ship La Gascogne"; at 7:20 A. M. (supplementary 6 A. M.) for EUROPE, per steamship Leutschland, via Plymouth, Cherbourg and Deutschland, via Plymouth, Cherbourg and Hamburg.

SATURDAY.—At 8:00 A. M. for EUROPE, per steamship St. Louis, via Southampton (Mail for Ireland and letter mail for Liverpool must be directed "per steamship St. Louis"); at 8:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Campania, via Queenstown; at 8:30 A. M. for BELGIUM direct, per steamship Vaderiand (mail must be directed "per steamship Vaderiand"); at 1:30 P. M. for SCOTLAND direct, per steamship Columbia (mail must be directed "per steamship Columbia"); at 6:30 P. M. for AZORES ISLANDS, per steamship Peninsular, from New Bedford Mass.

After the closing of the Supplementary Trans-atlantic Mails named above, additional Sup-plementary Mails are opened on the piers of the American, English, French and German steamers, and remain open until within Tea Minutes of the hour of salling of steamer MAILS FOR SOUTH AND CENTRAL AMERICA WEST INDIES, &C. WEST INDIES, &C.

THURSDAY.—At 3 A. M. for CUBA, per steamship
Orizaba (mail for Mexico, via Progreso, Campeche
and Vera Cruz must be directed "per steamship
Orizaba"; at 12 M. (supplementary 12:30 P. M.)
for BAHAMAS, per steamship Niagara (mail
for Mexico, via Tampico, must be directed Orizaba"; at 12 M. (supplementary 12:30 P. M.)
for BAHAMAS, per steamship Nagara (mast
for Mexico, via Tampico, must be directed
"per steamship Nagara"; at 12:30 P. M. for
ANTIGUA, DONINICA, MARTINIQUE and
GUAUPLLOUPE, per steams per gruria (mail f. r
Barbados, Trinilad and Cludad Bollvar must be
directed "per steamship Eturita").
FRIDAY.—At 6:30 P. M. for BERMUDA, per
steamer from Halifax.
SATURDAY.—At 8 A. M. for BARBADOS and
NORTHERN BRAZIL, per steamship Cearense,
via Para and Manaos; at 8:30 A. M. for BARBA
DOS and BRAZIL, per steamship Capri, via
Macelo, Rio Janeiro and Santos (mail for North
ern Brazil, Argentine, Uruguay and Paragrav
must be directed "per steamship Capri"); at 8:30
A. M. (supplementary 0:30 A. M. for FORTU
HICO, CURACAO and VENEZUELA, per steamsnip Caracas (mail for Savandila and Cartagens
must be directed "per steamship Caracas"); at 9
A. M. for ARGENTINE, URUGIDAY and PARAGUAY, per steamship Casilda; at 9:30 A. M. (supplementary 10:39 A. M. for FORTUR ISLAND,
JAMAICA, SAVANILLA and CARTAGENA, per steamship Altal (mail for Costa
Rica must be directed "per steamship
Morro Castle, via Havana: at 10:30 A. M.
Gupplementary 12:30 A. M. for INAGUA,
HATTI and SANTA MARTA, per steamship
Atlors at 12:30 P. M. for CUBA, per steamship
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Atlors at 12:30 P. M. for CUBA, per steamship
Atlors at 12:30 P. M. for CUBA, per steamship
Olinda, via Havana.

MAILS FORWARDED OVERLAND, &C., EXCEPT

Athos; at 12:30 P. M. Ior CUBA, per steamsnip Olinda, via Havana.

MAILS FORWARDED OVERLAND, &C., EXCEPT TRANSPACIFIC.

CUBA.—Via Fiorida, close at this office daily except Thursday, at 45:30 A. M. (the connecting mails close here on Wednesdays and Saturdays via Tampa, and on Mondays via Miamb. MEXICO CITY.—Overland, unless socially addressed for despatch by steamer, close at this office daily. except Sunday, at 1:30 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M. Connecting mails close here every Monday, Wednesday and Saturday. JAMAICA.—By rail to Boston, and thence by steamer, close at this office at 11:30 P. M. every Wednesday.

MIQUELON.—By rail to Boston, and thence by steamer, close at this office at 11:30 P. M. every Wednesday.

MIQUELON.—By rail to Boston, and thence by steamer, close at this office at 11:30 P. M. every Wednesday.

BELIZE, PUERTO CORTEZ and GUATEMALA.—By rail to New Orleans and thence by steamer, close at this office daily at 6:30 P. M. 41:30 P. M. and 41:30 P. M. Sundays at 4:30 P. M. and 41:30 P. M. Sundays at 4:30 P. M. and 41:30 P. M. Sundays at 4:30 P. M. and 41:30 P. M. M. (connecting mail closes here Mondays at 4:30 P. M. and 41:30 P. M. M. (connecting mail closes here Mondays at 4:30 P. M. and 4:30 P. M. (connecting mail closes here Tuesdays at 4:130 P. M. Sundays at 4:130 P. M. and 4:130 P. M. M. (connecting mail closes here Tuesdays at 4:130 P. M. M.) (FREISTERED MAIL closes at 6:00 P. M.) (FREISTERED MAIL closes at 6:00 P. M.) (FREISTERED MAIL closes here daily close here daily

previous day.

TRANSPACIPIC MAILS.

CHINA and JAPAN, via Scattle, close here daily at 6.30 P. M. up to Nov. 91th, inclusive, for despatch per steamship Kaga Marta.

HAWAII. 4APAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6.30 P. M. up to Nov. 913th, inclusive, for despatch per steamship Korea.

NEW ZEALAND, AUSTRALIA (except West), NEW CALEDONIA, FIJI, SAMOA and HAWAII via San Francisco, close here daily at 6.30 P. M. up to Nov. 91th, inclusive, for despatch per steamship Sonoma, (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with the despatch, extra mails—closing at 5.30 A. M., 9.30 A. M. and 6.30 P. M.—will be made up and forwarded until the arrival of the Cunard steamer days and PHILIPPINE. at 4.30 A. M., 9 A. M. and 6.30 P. M.—will be made up and forwarded until the arrival of the Cunard steamer.)

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6.30 P. M. up to Nov. 4.20th, inclusive, for despatch per steamship Gaelle.

HAWAII, via San Francisco, close here daily at 6.30 P. M. up to Nov. 4.20d, inclusive, for despatch per steamship Alameda.

CHINA and JAPAN, via Vancouver and Victoria, B. C., close here daily at 6.30 P. M. up to Nov. 4.24th, inclusive, for despatch per steamship Empress of Calna, Calcrehandise for U. S. Postal Agency at Shanghai cannot be forwarded via Canada.

PHILIPPINE ISLANDS, via San Francisco, close bere daily at 6.30 P. M. up to Nov. 4.20th, inclusive, for despatch per V. S. Transport.

THITT and MARCHESAN ISLANDS, via San Francisco, close here daily at 6.30 P. M. up to Nov. 4.20th, inclusive, for despatch per steamship Mariposa.

AUSTRALIA (except West), FIJI ISLANDS and NEW CALEDONIA (specially addressed only, via Vancouver and Victoria, B. C., close here daily at 6.30 P. M. up to Dec. 4.3th, inclusive, for despatch per steamship Mariposa.

on the presumption of their unlaterrupted over-land transit. Stegistered mail closes at 8:00 P. M. previous day.

CORNELIU'S VAN COTT. Postmaster.

Post Office, New York, N. Y., Nov. 6, 1908.

daily at 630 P. M. un to bec, \$5th, inclusive.

for despatch per alramatin Means.

NOTE,—Unless otherwise addressed. West Australia is forwarded via Europe; and New Zealand and Philippines via San Irancisco—the quickest routes. Philippines specially addressed "via Canada" or "via Europe" must be fully prepaid at the foreign rates. Lawai is forwarded via San Francisco exclusive.

Transpacific mails are forwarded to port of sailing daily and the schedule of closing is arranged on the presumption of their unlaterunited gyer.